

CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE

Arizona Department of Transportation

Minutes - *Draft*

March 20, 2007

A Citizen's Transportation Oversight Committee (CTOC) meeting was held at the Arizona Department of Transportation, 206 South 17th Avenue, Room 145-147, Phoenix, Arizona 85007 on March 20, 2007, with Chairman Roc Arnett presiding.

Members Present:

Roc Arnett, Chairman
Nelson Ladd, Maricopa County District 3
George Davis, Maricopa County District 4
Jack Lunsford, Member at Large

Members Absent:

Terry Rainey, Maricopa County District 1

Others Present:

Bill Hayden, ADOT
Dan Lance, ADOT
Kevin Biesty, ADOT
Elizabeth Neville, ADOT
Sandra Quijada, ADOT
William "Blue" Crowley, Citizen
Jim Johannsen, Citizen
Adrienne Riordan, Atty. General's Office
Joseph Ryan, Citizen

Edward Johnson, Citizen
Jondrigus Fisher, WSA
Kwi Kang, ADOT
Bob Hazlett, MAG
Stuart Boggs, Valley Metro/RPTA
Dianne Barker, Citizen
Susan Hunter, Citizen
Bill Jameson, Atty. General's Office
Jim Dickey, ADOT

1. Call to Order:

Roc Arnett, Chairman, called to order the Citizen's Transportation Oversight Committee meeting at 4:00 p.m. He welcomed the public, public officials, members of CTOC and ADOT staff to the meeting.

2. Approval of the Minutes for January 30, 2007:

Roc Arnett called for a motion to approve the minutes of the January 30, 2007, meeting.

Board Action: George Davis moved to approve the January 30, 2007 minutes and the motion was seconded by Jack Lunsford and carried unanimously.

3. Staff Report:

Bill Hayden, ADOT, provided a brief overview of current construction and anticipated construction for 2007. On March 9, CTOC participated in Joint Public Hearing on the Five-Year Construction Program. The Tentative 2008-2012 Construction Program on the Regional Transportation Plan was presented. Current construction programs include 1) a \$73.3 million widening project to provide six lanes and HOV lanes between Gilbert and Power Roads with completion anticipated by Memorial Day, sooner than expected, 2) the SuperRedtan traffic interchange that connects the Red Mountain Freeway to the north, Santan Freeway to the south and US60 east and west, 3) on the Red Mountain Freeway from University Drive to Southern Avenue, 4) the remainder of the Red Mountain Freeway from Power Road to University Drive, under construction until summer 2008, 5) the north half of the Bethany Home Road traffic interchange to be completed in Fall 2007 and 6) I-10 Ray Road bridge improvements. Projects anticipated to begin construction this fiscal year include 1) I-17 Interchanges at Jomax Road, Dixileta Drive, 2) SR51 carpool lanes between Shea Boulevard and Loop 101, 3) I-17/Carefree Highway interchange, 4) Loop 101 carpool lanes between Princess Drive and Loop 202, 5) I-10 Interchange at Bullard Avenue in Goodyear, 6) I-17 widening between Loop 101 and Carefree Highway, 7) I-10 widening between Loop 101 and Sarival Avenue and 8) US60 Higley Road bridge widening.

Jack Lunsford: Asked about his concern of the west valley communities.

Mr. Hayden: Replied that to facilitate the acceleration of two of the projects, funding mechanisms were put in place including a HELP loan that ADOT generated and approved. To bring the separate pieces of financial activities together, an intergovernmental agreement was prepared among the participants. The objective is to complete the IGA within the next month. It is believed that the issue is over and the intergovernmental agreement will be moving forward. FY 2008 is the largest single expenditure of RPT funds at \$760 million. The five year program is \$3.64 billion.

4. Governor's Executive Order 2007-2 Expanding Transit/Transportation Options:

Jim Dickey, ADOT, outlined the process and status of the Executive Order. There are three sets of input. The first is to establish a working group, the second is five public meetings and the third group of input is VIP or other one-on-ones. CTOC is included in this third group. Discussions were held with the universities, with the railroads, community leaders and other high level stakeholders to solicit input. The input stage is nearly complete. Key points of the Executive Order include, ADOT is to report within 90 days. The report will include a list of options for mass transit, commuter rail and/or light rail. Identify cost effective options. Include preliminary estimates of the costs of each option. Assess how the private sector could participate and include recommendations on how to finance each option. Supporting strategies include looking at relationship of activities including environmental, local commitment, congestion relief, jobs created, benefits to State government and employees, land and growth management, return on taxpayer investment, capturing new trips and mode split, introduce public transportation options to the young and to the elderly. A list of the report's content was shown in the power point presentation and includes an executive summary, public transportation program overview, methodology, program recommendations, funding and financing, conclusion and recommendations and appendix/credits/bibliography. Report objectives include: define current public transportation programs and investments, identify strategy for future investments, define investment categories, preliminary cost estimates, identify and encourage the private sector to offer or assist and for any public money, identify financing options. The reporting horizon will be 20 years (FY 2008 through FY 2027), it will understand fiscal limitations, capitalize on reasonable data base in short time and recognize current, existing services throughout the state. A program approach versus a project approach is used as much as possible, focusing on mode application with an investment strategy based upon a future planning process. Mass transit programs were identified and include connecting communities, enhancing rural transportation programs – there are already 17 statewide and this could be doubled, serving elderly and disabled populations in rural areas, Tribal programs, enhancing urban regional mobility, increasing capacity in dense urban environments, sharing rides and van pooling – this can grow from 300 to 1,000,

building state infrastructure and planning, marketing and other programs. The commuter rail program category includes capacity relief in urban corridors and high speed urban-urban connections for example Phoenix to Tucson. Light rail includes improving capacity in new urban environments and adding new capacity such as adding more miles or more service. Accelerated projects includes HOV lanes/infrastructure, light rail/urban bus programs and bus and passenger facility programs.

The Executive Order is a response to the Governor and will be delivered to the Governor, the Speaker of the House and President of the Senate on April 6. It will be made available to the public upon the Governor's release.

It's difficult to get the private sector to fund a program that is not yet defined. Private sector involvement should be long-term. In addition, local investments are difficult to identify.

Nelson Ladd: Asked what effect does this have on the smog and water problems?

Mr. Dickey: Replied, there shouldn't be water issues. In terms of congestion and air quality, there are some benefits. We may be looking at parallel corridors to serve Tucson and Phoenix. If we begin to establish a second mode of transportation, maybe parallel and maybe not a highway, it may change our investment philosophy on the highway side. If you can trade capacity of trucks on the road to trucks on rail, the impact is made on the highway. Issues can be mitigated to a certain degree.

Nelson Ladd: Stated that in the 1960s, there were approximately 280 carbon monoxide violations a year. Now we're down to zero. There can be an increase in mass transit use, yet if the car usage is tripled because of the population growth, there are no enhancements.

Mr. Dickey: In reply, the goal is to move as many of the trips out of the car as possible or take to a new level with car pooling.

George Davis: Stated that he has used public transportation in other cities because it was convenient and effective. He has never used public transportation in Phoenix. If a good, reliable transportation system can be built and made available to the public, he feels the public will use it.

Jack Lunsford: Can you give clarify on the amount of passenger trips?

Mr. Dickey: They are defined when a passenger steps on a bus, including Dial a Ride and Van Pool. That number has enjoyed almost double-digit growth in the past five or six years.

Jack Lunsford: Said that when we talk mass transit to the Legislature, he is not sure there is an understanding that there are already a great number of trips. This should be incorporated in plans in terms of educating the general public to off set what is heard about big, empty buses. And there are some that may have a philosophy that funding mass transit is more of a local government funding responsibility rather than a State responsibility. Has that element been studied?

Mr. Dickey: In reply, strategically we are synthesizing information and determining what a good recommendation would be. One of the primary roles that a lot of people contribute to the State is that they stay out of local issues. Moving from community to community may be more of a State role. A capital investment may make sense for the State and allow the local entities to support with operating funds. It is hoped that the State will come back with a concept that looks at not only what an investment will mean to the community but what will it mean over a 20, 30 or 40 year investment period.

Jack Lunsford: Mentioned an investment of a toll road for transportation and asked what would be a similar private investment in transit.

Mr. Dickey: There is a private sector component. All of the Valley and Tucson fixed route system such as Dial-a-Ride is provided by private sector companies. There is a role for private sector participation on the

investment side and the operating side. When looking at major investments of infrastructure you need to look at the long term rail solutions that may make sense for the private sectors involvement. A relationship with Union Pacific to develop additional infrastructure in their right-of-way would make sense to provide a passenger rail solution and more capacity to the freight business. The trains are maxed out. Investments could include additional tracks, a grade separating crossing or other investments. There is a lot of utility right-of-way in the Union Pacific right-of-way. The State should look at making sound investments in other infrastructure to help make corridors more sound for transportation.

Chairman Arnett: Can you clarify about preliminary estimates and costs for each option being included in the report?

Mr. Dickey: Said, yes, they will be included in the report.

Chairman Arnett: Commented that he expected an announcement today about a light rail system between Phoenix and Tucson.

Mr. Dickey: Said that in 1998, ADOT did a high speed rail study. The program came in at \$388 million, using diesel at 79 miles per hour. ADOT is in the process of updating that study. The consultant will evaluate the threshold and will work to bring a cost estimate for review. The consultant will develop a preliminary implementation plan based upon a February 14, 2012 date.

Chairman Arnett: Is there a study regarding current commutes from Phoenix to Tucson, for example the utilization of private sector vans?

Mr. Dickey: Yes, this will be included in the evaluation.

5. Building a Quality Arizona Statewide Intra-State Mobility Reconnaissance Study:

Bob Hazlett presented the framework studies throughout the State. A map showing the growth projections was shown from 2000 with approximately 5 million people. Based on current trends, projections are made over the next 30, 40 and 50 years. After identifying the private and State trust lands, it is determined how much land is left that can be developed. Approximately one third of the State is left for development. State trust lands represent more than half of the land that is left for development. Today, based on 2005 mid term census, there are about 6.1 million people today. The State is estimated to grow to 16 million people. A lot of development is starting to happen in Mohave County. Fundamental issues include questions such as where are the roads. Do we improve primary routes? Do we improve alternate routes? Do we need new routes and/or corridors? The existing Metropolitan Phoenix Valley has potential build out at 5.5 million with approximately 4 million today. Other major growth areas around the Valley include Hassayampa Valley, Hidden Valley, Northern Pinal County and Superstition Vistas. Including these areas, the Phoenix area is projected to have approximately 13 million people at build out at about a 50-80 year horizon. Translating that to vehicle activity, person trip activities, roughly this population equates to 40 million trips a day of travel. Today, there are 10 million trips on the network. ADOT and the Federal Highway Administration were being requested by the development community in the Hassayampa Valley for traffic interchanges along Interstate 10. A plan for this part of the Valley is needed; therefore the result of the Framework Studies. The Hidden Valley Roadway Study is a joint opportunity that MAG is overseeing with ADOT's participation and Maricopa and Pinal Counties and the Town of Buckeye, City of Goodyear and City of Maricopa. MAG has been approached by Yavapai County to look at connections to the north. The Hassayampa Valley will see more than 100 master planned communities. An area of approximately 1,400 square miles was shown and bounded by the Loop 303, SR74, Gila River and 459th Avenue. The County line is 579th Avenue. Opportunities and constraints were identified. A conceptual framework was developed and it identified freeways, parkways and major arterials. Potential transit options also were explored. The framework is for discussion of future transportation facilities and connections and is subject to appropriate

planning, engineering and environmental studies. The recommendations are not publicly funded. Next steps include developing and evaluating alternatives, formulating a network recommendation and an implementation plan specifically looking at funding strategies and looking at the MAG Regional Council accepting the study in September. Recommendations will include key framework corridors, freeway interchange recommendations, new 'limited-access parkway' recommendations and an implementation strategy. Transportation and land use affect the quality of life such as job creation, air quality, land consumption and traffic. Arizona has three distinct types of travel, interstate, intrastate and international travel. Patterns emerge when looking at growth. A slide of the U.S. trade patterns in the southwest was shared. A network to support this travel demand is being reviewed. Potential for expanding the interstate system seems to be on the horizon. More rural interstates are going to six or more lanes. Connecting population centers are being reviewed. Phoenix and Las Vegas are the two fastest growing metropolitan areas in the Nation. There is no interstate route between Phoenix and Las Vegas. The Statewide Interstate Mobility Reconnaissance Study will begin to look at a network to support interstate and intrastate travel. This would be a minimum \$75 billion investment. The Study will identify short-term transportation solutions, provide an action plan for establishing a vision for Arizona transportation into the future, describe the link between transportation and economic growth and develop a statewide transportation planning tool. A comparison chart was shared that graphed the State and local government transportation spending as a percentage of gross state product against other states.

Nelson Ladd: Where will the base of money come from?

Mr. Hazlett: Said the gas tax has not been raised since 1991 and it is a per gallon tax therefore it does not increase with inflation. The gas tax that was 18.4 cents in 1992 is worth about 9 today. Another issue is the Federal Highway Trust Fund is due to go broke in 2009. Operations and maintenance costs are becoming greater parts of ADOT's budget and counties and cities.

Chairman Arnett: Stated that there seems to be a very strong statewide process where all parties, participants and stakeholders have input with addressing options.

6. Citizen Comments on RPTA 20-Year Plan:

Blue Crowley, Citizen, stated that he thought he had an unlimited amount of time to speak.

Mr. Jameson: Replied that Mr. Crowley would be able to speak without interruption and for a reasonable amount of time only.

Blue Crowley: He started by explaining that he was talking to his little brother's babysitter on the 11th of last month and I said I'm not real happy with what's going down and he said bring it to me because I am trying to make sure that because of the open meeting violation of what you did at that September 2006 meeting, there was criminal acts. I'm trying to have addressed. Oh, my brother's babysitter's name was Terry Goddard and I have an appointment with him this week to bring him the documentation. As you said, this is all to go onto that in which wasn't that the open meeting violation occurred. On the strategic plan, and with what Mr. Dickey was trying to point out, that you did not allow the public to have input on. Here is the actual document you can pass around. If you look over here on map one, the strategic plan is being paid for by everybody in map one. What part of this map though isn't being addressed in the transit part of that equation, Prop 400? Most of it. If you look at map one and if you put maps three, four and six with it, those are all the roadways that attach that with the Governor's request needs to be using the rural and urban part of the equation. All we have right now is looking at this part. When you take it into the area of Pima County with the I-10 corridor, we also are not looking at this part of it, the air. And that should be a part of it. We are going into the future. We need to be doing the rail and we need to be doing the air as part of it. With demand you notice the three routes, the one that didn't show, it didn't show something going through Phoenix and heading to the northwest. We are using the rail. We need to be putting that

part of that rail in there. When you discuss the five Tribes, we don't have the five Tribes in our strategic plan. In Maricopa County we have five Indian nations. Where are they in that strategic plan? When I look at 51st Avenue and Pecos, where is the bus route that is going to be going on it? When Mr. Davis said he had never used the bus and couldn't get around down there and such and been here since 1959. If you had been here in 1958 you would have been able to use the rail to get from Phoenix to Tucson. But I'll show you a route I'll try to get you to use because it's fast. Next time you have to come in to town early in the morning. We'll get you on a bus and push that part of the equation. With the strategic plan that we have now, the super grid, Glendale is the second road to be put on that super grid and is it going to connect with the first road, Scottsdale? No. Paradise Valley, Scottsdale, it's not going all the way through and connecting. How is that a good strategic planning? What is the strategy there if you're not having interconnecting lines? The buses need to be 24 hours and 7 days a week and with the rapids now being ten minute service, why can't they also do the same with our service because by the time we are 13 million, we are going to need three to five minute services to move everybody or we're going to be grid locked. The rural part of this and the roadways, we're not doing the full footprint. We aren't working with the groups together. It's not a comprehensive plan. It's not being done correctly. Look at District 4. This is us. The only reason that there is more roadway out there is that was settled first. We need to be looking at what's going to be building into us in those bedroom communities. That is not part of the strategic plan. Because you keep on figuring that this is the only place you need to deal with and since everybody is paying for it, it needs to be done and addressed correctly. We have shortfalls on the money as in Mr. Dickey asking how we are going to pay for all these parts. As I've said in the past, we need a one or two cent per dollar tax on gas. If we were having that two cents per gallon tax on the gas now as it gets to \$3.00, that's six cents and that's \$600 million per year. Half of the rural roadways within our county are below standard. We need transit on those and we need the roads improved so put a full footprint when you do it. That's a part of the strategy that hasn't been addressed. Or the strategy of public input and outreach. That little game that you guys did sickened me because it was only special interest and back tax that was being addressed. Whether it was East Valley Partnership, Westcor or the Phoenix City Chamber of Commerce, you are a citizens committee and the last person that has been appointed now three times to District 5 is me sir. And last August, they did it the last time. Now it's not my problem if you have a problem with my fashion. I don't tell you to take your jacket off because I don't have a right to tell you what to wear. You don't have a right to do what you did. As I stated, I am meeting with the Attorney General this week and turn over the documentation of which I will give a copy to each of the Board members where it says in here, as per instructions that he got in contact with Mr. Boggs because of a problematic and disruptive individual. I'm an appointee to this committee. It's a citizen's committee. We are the citizens. You are a representation and when in item four I wanted to input and you say to the citizens don't do it. Is that a strategy on your part to continue to just make it the official plan and your own conjectures because that isn't getting the job done? For three weeks before I had discussed with Mr. Boggs to get an announcement down in Central Station because three of those meetings were being held in my district, District 5 and what did you guys do? You wanted to put me out on the road. Now I did get an apology letter from Mr. Boggs on this saying that I was taken out politely. When the man touched me that was an assault. When you guys conspired to do it, what he did was illegal. As I stated, I will be meeting with the Attorney General and I hope they put handcuffs on you so you understand the citizens are who you are representing, not your own special interest. There you got what six minutes left of what you gave me.

7. T.I.M.E. Transportation & Infrastructure Moving AZ's Economy:

Jack Lunsford stated that the T.I.M.E. Coalition, the acronym for Transportation and Infrastructure Moving AZ's Economy. It addresses several of the issues that have been brought forward here. About six months ago, a group of people began meeting in an informal fashion about the notion of transportation infrastructure in the State of Arizona and the lack thereof. The premise of that meeting was in order to address and improve the transportation infrastructure. The driving force had to be relative to the economy. If we are not able to move people and goods and services in a timely manner, then we are adversely affecting our economy and growth and with those projections we will have difficulty in attaining some of those if we can't address that transportation infrastructure. From those informal discussions, a group was

formed and it continues to grow, the T.I.M.E. Coalition. It is comprised of a variety of organizations across the State that represents businesses and/or businesses of governments. It will continue to grow and evolve over time. As a result, as it formalized, we adopted a set of principles for the statewide coalition. It comprises a cross section of cities, towns, Native American communities, counties and businesses with the belief that a quality transportation drives commerce. It is essential to our economic future. The Coalition must accomplish several things as noted in the handout. Adopted were a set of goals in order to attain the principles. They include identifying funding options to address the long-term needs of the State, establish a process and timeline involving several stakeholders with the hopes of a transportation plan statewide by May 31, 2007; return a statewide transportation plan to the Legislature by December 31, 2007 for approval; place the comprehensive statewide transportation plan on the ballot for the General Election in 2008 or as soon as practically possible and encourage the continuation of the acceleration funding for transportation with the Legislature, starting with the STAN process last year. All modalities at this point remain on the table, as well as all funding sources. We will identify how much does a tenth of a cent sales tax drive the State of Arizona. How much does a \$1,000 impact fee in the State of Arizona drive? How much does every penny in gas tax drive? The numbers are there; they haven't been compiled to look at the sources. The planning process to determine options is needed and then funding sources can be identified. HB 2682 was considered by the Senate Transportation Committee today and passed 58 to 1 out of the House. The one no vote was concerned that not enough focus was paid to transit. A 24-page amendment was brought to the committee that took three other bills that did not have success and added them to the bill. The three other bills dealt with private investment partnerships and fast lanes, hot lanes. When the chairman called for a vote on the amendment, there were not enough people to pass the amendment. When he called for a vote on the bill, it failed because of party allegiance. The T.I.M.E. Coalition held a meeting and will look at the need for legislation. The purpose of the bill was to get legislative buy in up front. In conclusion, this is driven by a host of organizations in the State that understand the importance in addressing transportation infrastructure. It's a matter of commerce.

Chairman Arnett: Noted the third bullet in the handout; integrate use of multimodal transportation solutions. And equal consideration for privatization options that will expand capacity. Those are two important elements that need to be considered.

Jack Lunsford: Said that the first bulleted goal item is to identify funding options to address long-term needs of the statewide multimodal transportation system.

Chairman Arnett: Said we are working very closely with the Councils of Governments. Conversations have been held with the Governor's Office and with the Legislature. This is an important key issue. Time is critical.

Nelson Ladd: Added that we will need to talk a lot about this.

George Davis: Said that it's comprehensive. The State is facing an amazingly difficult challenge. We have a very serious problem in the State of Arizona which will require diligence from all of us.

Jack Lunsford: Added that other than possibly the efforts on the CAP, and the Groundwater Act of 1980, Arizona probably hasn't faced anything as large as this effort and the necessity to address.

8. Call to the Public:

Dianne Barker, Citizen, stated she lives in Nelson Ladd's District and that she was on the CTOC web site and read Mr. Ladd's bio which was very interesting. She commented that she and her guest this afternoon, Joe Hanson have been shuttle bus drivers previously and that now he is going into teaching. She mentioned she completed a form - a wish list of ideas of how to help transportation. She has been using mass transit for the most part of her life. People say they use public transportation when they go to Washington or Boston. There is transit out here but people don't know about it. The general public does not have a community

that is embracing them to take public transit. When you have a chance to try some of the public transit, it's fine. Regarding old business about the airport, she talked to Nancy, the attorney on another issue, of the fact they allowed the TSA security equipment to be there and they have violated the city law where you can't curb your vehicle because it created a problem. I asked Nancy and there is no answer. There is no answer back in Washington and I'm going to find out the truth. There's guilt usually when they don't answer. She was happy to get an e-mail back from Mr. Jameson; she understood from the last meeting that a report was accepted instead of the financial compliance audit. She wondered if that was an extra report because CTOC is required by the Legislature to make an annual financial audit. She feels if there are projects that are going on now that CTOC needs to be aware they aren't going to make it. She stated she would like a fast train. The trolley needs to be a public private partnership. She heard on the minutes before that Mr. Arnett asked if you do public/private can they do it for tolls. How about transit too. Transit and all of the projects need to be looked at. Go by the law, or tell us why you're not going by the law.

Joe Ryan, citizen, spoke from prepared remarks that were distributed. They read:

I am Joe Ryan, a resident of Maricopa County. I ask this Committee to consider and vote on proposals to improve several existing and planned interchanges and to begin the process that would create an elevated transportation system. The most significant item in Governor Napolitano's Executive Order 2007-02 is cost effectiveness. During all the government meetings that I have attended, on the subjects of transportation planning, I have never heard any mention of a cost reduction program, nor the subject that should have first priority, a safety improvement program. Consider the following:

1. Placing Valley Metro Rail stations in the middle of streets is the most dangerous place where you can locate them.
2. Operating a heavy, fixed-rail vehicle in the middle of streets, without safety bars that drop across grade-level crossings, is the most dangerous way you can operate a trolley car system. One of the several reasons that streetcar tracks, all over the world, have been paved over is the traffic chaos that ensues after a streetcar accident.
3. Rose by any other name is still a rose. What has been foisted on Maricopa County taxpayers, what County mayors call a light rail vehicle, has the power supply system of a trolley car, has the motors of a trolley car, has the passenger cabin of a trolley car, is staffed like trolley cars are staffed and has the high costs of operating trolley car services. A few of the reasons are noted, below.
4. If vehicles operate where there is little danger of a collision with other vehicles, their structures do not have to be stressed to protect passengers in the event of a collision. The lighter the vehicle, the less fuel it will consume. Also, with a given amount of power, the lighter the vehicle the faster will it accelerate, producing more miles traveled during a day. That reduces both the direct operating costs and the overhead burden for each and every revenue passenger mile that it carries.
5. For a price, manufacturers will be willing to make any new and different product. So, why buy a vehicle that has a propensity to jump the tracks either when driven around a turn too fast, or when steel rails become distorted and their gauge increases because of excessive heat or lateral pounding? Why has there been no Request for Proposals (RFPs) to manufacturers for a wide-bodied, light-weight vehicle that, initially, could operate on external power, similar to that of a monorail, with no power seepage that exists with trolley tracks?
6. If the infrastructure were mass-produced, as would be the elevated structures of the proposed "Desert Plane", its cost per mile would be lower than the cost of an infrastructure that has to be laid down, foot by foot, on the surface of existing highways. Furthermore, the activity of destroying existing highway lanes, and in some cases sidewalks, is an extremely costly activity. Just the destruction of the highway assets, the loss of those costly assets from the cities balance sheets, is extremely costly in two ways: (a) The traffic-carrying ability of the destroyed lanes is lost and (b) The replacement values of the assets, regardless of their values recorded on the balance sheets, are lost.
7. A prior study to reduce traffic congestion on Grand Avenue, paid for by the MAG, resulted in a presentation of the consultant's recommendation that commuter rail would solve the problem. The obviously unqualified consultant recommended three commuter trains, each carrying 600 passengers, operate in the mornings on the single BNSF track between Surprise and downtown Phoenix. Then, in the evenings, the three trains would return to Surprise. That is a typical example of a government, telling how and when others should travel. Of all the hundreds of thousands of O&D trips made in the northwest

corridor, most likely less than 900 persons would find those 9 itineraries attractive. A single 80-passenger vehicle, scheduled 15 minutes apart, during a 10-operating-hours-per-day, would produce 40 departures a day in each direction. That schedule would produce 1,600 different round-trip itineraries, far more attractive to the general public than the consultant's 9 itinerary straight jacket. Furthermore, the consultant's program would produce excessive operating losses because of its low utilization of material and human resources.

8. The "Life Cycle Certification" of the Regional Transportation Plan carries letters of certification from ADOT's Chief Financial Officer and State Engineer. The costs, updated by an ADOT Group and three consulting firms, total \$17.748 billion. According to a certified chart on page 8, the total of design, right-of-way acquisition and construction comprise only 64 percent of the total costs, yet the costs per mile of right-of-way acquisitions are said to be the highest in the United States. All of the Regional Transportation Plan costs will be paid with revenues estimated at \$17.748 billion.

9. There's a nice balanced budget that unfortunately, includes major oversights. The map of improvements and additions shows interchanges, already overloaded, where the existing dangerous situations will be made worse. The ADOT plan is to widen Loop 202, widen I-10 and widen I-17. That will feed more traffic into already-overloaded interchanges and the jam-packed Deck Park Tunnel. The faulty design of the Loop 303/U.S. 60 has been brought to the attention of the CTOC, the MAG and engineers of both MCDOT and ADOT. In spite of the forecast doubling of the Valley's population, there is no plan to attract traffic out of the already overloaded intersections.

10. In an elaborate forecasting exercise, reported on 23 pages in a document dated November 2004, a panel of 11 experts came to the conclusion that the Maricopa County Transportation Excise Tax will produce, during the 20 fiscal years from 2005 to 2026, less than \$15 billion, half coming from retail store sales. This County's population growth some forecasters expect will see an increase of 3 million residents in the MAG's overall region. Most likely, 2 million of those additional residents will live in the West Valley. To serve their rapidly-growing highway and arterial road needs, the West Valley highway and arterial road system will need around \$30 billion worth of new infrastructures. The official revenue plan misses the needs by more than a mile. At the present time, there appears to be no effort to legislate population growth controls, such as residential real estate zones where the minimum-size of a lot for a single-family home would be four acres, or three acres, or just one acre. Thank you for your attention and consideration.

William Crowley, citizen, stated I would like to start out by quoting from the Open Meeting Law, City of Phoenix. Mr. Crowley read, 12.6, Removal from Office. Mr. Arnett, I ask for your resignation. Going from there to what you as a committee legislative mandate is, it is to advise the Governor, which is something that now Mr. Dickey is doing from a citizen's point of view, is to advise the Legislature and to advise the Board of Supervisors etc. on the transportation issues. And I don't see the transparency of either one. The outreach to get to real citizen input other than vested interest as you said, doing other peoples bidding that it's not making it in there. I returned some of Mr. Dickey's surveys and I have been passing them out to anybody, especially if I hear somebody complaining about how the situation is. I say, well if you had the ability to input and tell us what you think the problem is, how you want to pay for it, I'm telling them to send it back in.

But then as I stated before, the last three times, Mary Rose Wilcox has brought an appointee to this committee, it's been me and because of procedural problems I haven't been appointed to it. When you look at my district, that is District 5, it's the size of the State of New Jersey. There are a lot of roadways on there that aren't being addressed from the Canamex through the Highway 8. When I hear what they are trying to do on the strategic plan, I look back to the document that we made back in 1989 that said along Highway 8, they wanted to have at Gila Bend, connecting circulator buses. Twenty years ago, and what do we hear now. Were getting to it but we keep on getting further and further behind. When it comes to funding, I like what you had to say Jack, but I don't need a tenth of a cent, I need a whole cent at a minimum per dollar per gallon. Because the way our roadways are, I need it done in a full footprint; I need it to be multimodal. When I heard what you are saying, I never heard about air, pedestrian or bikes because as the County's now doing. In the center city we need to have three to five minute service. We need to have it 24/7. I have been using the bus to the extension but I have been using the rapids. I have been very impressed with that. Those buses for the rapids are used three hours a day, and then put away. Then they come out for another three hours. We need all parts of the system maximized. We don't need to be doing things like having vehicles idle at the Park-N-Ride lot for three and a half hours then say there is a standby bus. That is

not getting the job done. It needs to be really doing it according to what the law says. You all need to be advising but then you need to be transparent on that. What I hear, you guys are doing all the lobbying. Are you doing it for your own vested interest or is it the public you are representing?

9. Next Scheduled Meeting:

Tuesday, May 22, 2007, 4:00 p.m.
ADOT, 206 S. 17th Avenue
Transportation Board Room 145-147
Phoenix, Arizona 85007

10. CTOC Members Report:

George Davis stated: This will be my last day as a member of CTOC as my term expires tomorrow. I want to take this opportunity to thank Mr. Bill Hayden and Elizabeth Neville as well as the many committees and persons who have brought so many excellent presentations and material concerning the Maricopa transportation network. I also want to thank Supervisor Max Wilson for giving me the opportunity to serve on this interesting and informative committee. In finishing my term this evening I would make two suggestions that might add value and usefulness to the committee. 1. That this committee makes actual recommendations to the appropriate organizations concerning this committees concerns with certain aspects of the Maricopa transportation network. This could include but not be limited to MCDOT and various other groups that have a voice in determining our transportation system. Within the past week a resident of my district brought me several concerns and he has given me a copy and I have given each of you a copy of his disquiet. CTOC could take concerns that each of the 5 Districts have and make recommendations to the desired transportation departments of our interests. 2. That a booklet or orientation be given to each new member of CTOC as to dates and places of meetings as well as general information concerning the purpose of CTOC. This might serve the new members with a general overview and help prepare the new members with a better understanding of this Board. Again, Mr. Chairman, I want to thank all of you who had a part in making my three years on CTOC an enjoyable, informative and useful experience.

Jack Lunsford expressed appreciation for working with George Davis. He served with distinction and honor and was always a gentleman. That was appreciated.

Roc Arnett thanked George Davis for his service.

11. Closing Comments and Adjournment:

No additional comments were made.

The meeting adjourned at 6:10 p.m.